

mediate explosion in all probability. As a matter of fact the smoke was seen in time to allow nearly all aboard to leave the ship.

The estimate of property damage, the principal loss was the Alum Chine, which cost about \$375,000. Her cargo was worth \$100,000. The Maryland Steel Company sustains the next largest loss. A superficial examination of the collier Jason indicates a damage of \$100,000. The wrecking of the tug Atlantic entails a loss of \$25,000. The lighter and box cars were probably worth about \$27,000.

Hospital Patients Injured.

A half mile from the scene of the disaster is the Quarantine Hospital. Of the twelve patients there not one escaped injury. The hospital was battered and hardly a pane of glass was left in the building. Mrs. Richardson, wife of the quarantined physician, was injured severely by the debris. Her daughter was also hurt. All along the shore the explosion caused much damage.

Before the disaster occurred the revenue cutter Guthrie and the tug Britannica and Rhod rushed to render aid. Those on board saw the smoke and feared a vast tragedy. Capt. Dunn, of the Guthrie, ordered the window opened so the glass would not be shattered by an explosion he regarded as inevitable and then called for full speed toward the burning steamer.

Before he could get within half a mile of the ship the explosion took place and a pall settled over the harbor. When the murky atmosphere had cleared away the scene was a sight to behold. The tug Atlantic ablaze and running wild with the pilot house missing. Tons of debris were on the tug.

Several hundred feet away was the collier Jason. Immediately after the explosion she resembled a ship battered by target practice. Four men were killed outright and twenty-seven injured. The sides of the vessel were stove in. Some of the huge holes were made as clean as a sheet. Lifeboats were destroyed, the smokestack shattered and other damage inflicted. The boat was to have been delivered to the Government next week. She was built at Sparrows Point.

This description of the explosion was told by J. J. Reese, chief engineer of the Alum Chine.

"I was in the engine room when I heard a man on deck cry 'The ship is afloat.' I looked around and saw smoke coming from the hold in the bow and made a dash for the stern, realizing that a dynamite explosion would follow. I did not jump. I felt into the launch Jerome and sailor after sailor followed me, some in the same fashion. One man was cut on the forehead.

"When we had all we could carry aboard and no one seemed to be coming, we put on full speed. About five minutes later, when we were about 200 feet away, the explosion came.

"I can picture it now. It seemed like a great column of fire fifty feet high and twenty feet across. Topped by another column of black smoke 200 or more feet higher, came up from the sea, completely enveloping the ship. It was several minutes before the smoke cleared away and the sea became calm, but when it did there was no sign of either the ship or the barge that was alongside of it. They both seemed to have disappeared completely and not a sign of life was visible."

Warning Five Minutes Before.

Capt. J. R. Thompson, who is employed by the Maryland Steel Company and was in charge of the special crew of the big collier, had a very narrow escape. He had observed fire and smoke aboard the Alum Chine five minutes before the explosion came.

"I was warning my men of the danger because I knew that the ship would certainly blow up. I had already gone below and instructed the chief engineer to get up steam and leave at once. He was doing this while I had other men at work pulling up the anchor. I was standing near a ventilator when I was tossed into the air fifty or six feet. I turned two or three somersaults. I threw out the anchor and grabbed a railing. This kept me from going overboard."

"In another instant a terrible shower of iron pieces of all sizes, some as large as my fist and others as big as my head, came down from the air. I saw these pieces go through our heavy plate. The smokestacks, the collier and the collier full of holes and finally by the concussion smashed nearly flat."

"Around me and on all sides were the men who had been tossed into the air and thrown back. Many men were cut and injured by the pieces of iron. Some were killed instantly. The dynamite ship was an iron vessel, though not as strong as the damage to our ship all the greater."

"The Alum Chine was about 450 to 500 feet away, but the force of the explosion was so great that our ship was lifted high on the waves. Our fires were blown out."

"Our firemen who were shovelling coal got the faces of the explosion right in their faces. Many of these men were burned. I expected to have 150 men in the crew by to-night and about 100 men were on board."

"I don't know how many of these we will lose. I saw four men dead and many of the others that we sent away to the hospital were very badly injured."

Yesterday we had another narrow escape, when one of the barges with the dynamite cars on board broke away in the gale. If this barge had struck the fort—Fort Carroll—it is almost certain that the barge would have been blown up and that we would have suffered a great deal more damage than we did today."

"What made our position all the worse was the fact that the shower of missiles damaged all our lifeboats. Many of them were smashed into splinters. Thus we could not render any assistance to men overboard."

"The explosion is very familiar with dynamite. I was a witness of the great explosion at Communipaw in 1911. As a result of that explosion the United States Government will not allow ships to load dynamite at wharves. The railroad freight cars with the dynamite must be taken out on barges."

urban line lost all of its windows by the explosion. The passengers were thrown into a panic and dashed from the car as soon as it could be brought to a stop.

The Davidson Chemical Company plant burst into flames five minutes afterward and was badly damaged. Several women were severely trampled in the panic-stricken rush of employees from the Wagner packing plant at Wagner's Point.

The police boat, which hurried to bring in the dead and injured, made several trips. Many of the bodies at the morgue cannot be identified. Some were recovered in sections.

Mothers, wives and daughters of the victims gathered at the morgue. Their cries were heartrending. Many of the dead and injured are foreigners.

The dynamite was being loaded on the steamer by use of the Government in the Panama Canal construction work. The barge being used for the transfer was towed to and from the Northern Central Railroad piers at Canton by the tug Atlantic of the Atlantic Transport Company.

The Alum Chine arrived here from New York on March 1. She had been loading ever since. She was to have sailed for Panama in a few days.

The exact loss of life will not be ascertained for several days. Government steamboat inspectors will begin immediately an investigation. The explosion occurred in midstream.

The estimates of the dead include thirty stevedores and checkers of the Joseph R. Board Company, employed in transferring dynamite from the barge to the Chinese; eight members of the crew of the Alum Chine; six men on the collier Jason and the captain and several members of the crew of the tug Atlantic.

PHILADELPHIA FELT IT.

Southern New Jersey Thought Powder Works Had Exploded.

PHILADELPHIA, March 7.—The tremendous force of the explosion of dynamite in Baltimore harbor was felt plainly here.

At West Chester and Oxford, Pa., windows were rattled. Pedestrians swayed on the streets.

Many towns in southern New Jersey felt the shock. It was first thought that the Du Pont powder works in Delaware had been blown up.

ALL DELAWARE SHAKEN.

The State Legislature Suspended Business to Investigate.

WILMINGTON, Del., March 7.—Delaware was shaken from end to end this morning by the explosion of the dynamite steamer Alum Chine in Baltimore harbor.

Belief on almost a direct line with Baltimore, the State capital, Dover, sustained a severe shock for ten seconds. The Legislature was in session. So severe was the vibration that the legislators became excited. Business was suspended in both houses. Speaker Holcomb of the House remarked: "That must have been an earthquake."

The large plate glass windows rattled but did not break. A hasty investigation was made by the Legislature to learn if the Capitol building had been damaged. It was feared that the foundation had suffered. No damage was done, however. Business was resumed when a law makers recovered from the fright.

Four hundred inmates of the Delaware State Hospital for the Insane at Farmhurst, near here, and 100 or more occupants of the county almshouse adjoining were greatly frightened. The shock was particularly severe at both places. There was no outbreak among the insane patients.

BUILDERS OWN THE JASON.

Collier Has Not Been Accepted by Navy Department.

WASHINGTON, March 7.—The Navy Department will offer no loss whatever through the damage to the collier Jason as a result of the explosion of dynamite in Baltimore harbor this afternoon, as the new collier is not a naval vessel. She is entirely the property of the Maryland Steel Company, her builders.

On receipt of the news that the Jason had been damaged Secretary of the Navy Daniels at once sent a message of sympathy to the Maryland Steel Company and requested a complete account of the accident and the damage to the Jason be sent to the Navy Department as soon as possible.

DENY WHITE SLAVERY! IS DUE TO LOW PAY

Chicago Store and Mail Order Managers Before Investigators.

AVERAGE \$8 TO \$9 A WEEK

Young Woman Says She Would Not Blame Some for Sinning.

CHICAGO, March 7.—That \$8 to \$9 a week is the average paid by big department stores and mail order houses in Chicago to women was the testimony brought out today at the hearing of the committee investigating the white slave traffic.

According to the larger employees of women, a girl living away from home should support herself comfortably in Chicago on \$8 a week. Several of the big stores practically have two scales of wages for women employees, according to the managers, a minimum of \$9 for women employees who live away from home and \$6 for those living at home. As little as \$3 is paid to beginners living at home.

Big store managers say the wages paid to employees have no bearing on the growth of the white slave traffic.

The witnesses heard today were James Simpson, vice-president of Marshall, Field & Co.; Edward C. Mandel of Mandel Bros.; and Julius Rosenwald, president of Sears, Roebuck & Co.

Mr. Simpson told the committee that the Field firm employed 4,222 regular women who worked eight hours a day only. Four hundred and forty are employed fewer hours during the rush period. Of this total only 213 receive a minimum of \$5 a week. These are short hour employees and "students" in the millinery department. The remainder receive \$5 per week.

Mr. Mandel said that his firm employs 1,800 girls at an average wage of \$9 a week. He said that in his opinion a young girl living at home and just starting to work does not earn more than \$3 or \$4 a week. He said he thought that a minimum wage by law fair to employer and employee would be \$6 for girls living at home and \$9 for those living alone.

Mr. Mandel made out this budget of absolutely necessary living expenses for a working girl for one week:

Outer clothing, \$1; shoes, hats, underwear, \$1; laundry, 25 cents; room and board, \$4; carfare, 60 cents; lunch (restaurant), 10 cents; physician and dentist, 60 cents; church, 10 cents. Total, \$8.25.

Sears, Roebuck & Co. employ 4,732 girls. President Julius Rosenwald, who is a member of the Chicago Vice Commission, said as to the proposed State minimum wage law that any such legislation should be national in scope. He said it would put Illinois firms at a disadvantage with those of other States having no wage minimum.

The committee asked to get the witness to admit that a girl unable to earn enough to support her is more apt to fall victim to the promises of a white slave than a girl who can support herself comfortably on her wages.

Two girls, former employees of the company, told of conditions there. After Mr. Rosenwald testified, Gov. O'Hara asked E. H. H. the second witness:

"Would you blame a girl making \$5 to \$7 a week, with a widowed mother to support, who had been called up to the driver (foreman) and sold out, as she did, if she committed a crime or if she did worse than kill herself?"

The girl, with a voice filled with emotion, answered: "No, positively no!"

QUAILS BEFORE FRAIL WIFE.

Farmer Up for Desertion Says Girl, 17, Kidnapped Him.

HENNINGTON, Va., March 7.—Samuel Callicott, 55 years old, a husky farmer, was in court today on a charge of desertion. His defense was that he had been kidnapped by a frail wife of a girl, 17 years old, and forced to marry her.

Mr. Callicott was in court fashionably dressed and with eyes that made the big farmers in each time he looked in the direction of the judge. It was with some difficulty that the attorneys were able to get answers to their questions from him.

ATTACKS RENO DIVORCE.

Pulsford Names Wife's Second Husband as Co-Defendant.

A Reno divorce figured in proceedings before Advisory Master Edward M. Cole in Chancery Chambers in Newark yesterday, in which J. Arthur Pulsford, Lillian De Pulsford Post Pulsford is defendant. The petitioner charges misconduct, naming Allen P. Walker of Chicago as co-defendant. A plea in the defendant's behalf has been entered on the cover "J. Arthur Pulsford vs. Lillian De Pulsford Post Pulsford, whose true name is Lillian De Pulsford Walker."

The plea set out that the defendant was married to the petitioner on April 6, 1896, in Elizabeth and was compelled by the petitioner's cruelty to leave him in July, 1898. The burden of the plea is that in June, 1911, Mrs. Pulsford, who is domiciled in Washington county, Nevada, and after six months residence there brought a suit for divorce against her husband on the ground of extreme cruelty and obtained a decree on April 6, 1911.

Both Mr. and Mrs. Pulsford, who at the time of their separation lived at 24 Edgar place, Elizabeth, are well known socially in that city, and their estrangement has provoked a deal of gossip. Mr. Pulsford, who is a brother of Dr. Henry A. Pulsford of 139 South Orange avenue, South Orange, now lives at 532 North Broad street, Elizabeth.

The couple were married by Mrs. Pulsford's father, who had a charge in Elizabeth at the time. Both have taken a prominent part in private theatricals at various times. In her plea Mrs. Pulsford sets out as one instance of cruelty that on one occasion her husband "said he would shoot a man against whom he bore a jealous grievance on account of plaintiff's ordinary friendship for the man."

Mrs. Pulsford testified that when Judge Orr granted her a divorce in Reno on March 28 she married Walker eight days later. She admitted that the decree was dated April 6, but she insisted that it was merely the date that it was signed. She also admitted that before the divorce she had tried to get a divorce from Pulsford in Omaha.

The case will be continued today.

GIRLS IN BATHROBES STOP BANK ROBBERS

Prevent Looting of Vaults of First National of Islip.

Two young women in nightgowns and bathrobes clambered over back fences and ran through the streets of Islip, L. I., early yesterday morning to give an alarm that prevented the looting of the First National Bank vaults. One heavily armed door already been dynamited by the gang.

One of the women is Miss Adelaide Huff, daughter of the bank's cashier. She was spending the night with Miss Joyce Houghton, a school teacher, who lives across the street from the bank.

About 4 o'clock they were awakened by the report of an explosion and looking across the street saw that the light usually left burning in the bank was out. They also saw a man standing outside the door and they knew he wasn't the village watchman.

So they slipped on their bathrobes, left themselves out by the rear door and having negotiated the opposing fences with some difficulty made their way through the street to the home of Joseph A. Moore, in Willow avenue. Mr. Moore is a real estate operator and owns sufficient stock in the bank to cause him to act quickly.

He telephoned to Miss Huff's father and the latter arrived with a shotgun. The three rushed to the bank, being joined on the way by Mr. Moore.

They arrived there in time to see an automobile disappearing in the distance, carrying three men. Examination of the bank showed a big hole in the plate glass window, an open door and a much entangled man lying on the floor. This man proved to be George Clock, the night watchman, and it was from him that the progress of the attempted robbery was learned.

He had been standing in front of the town hall when two men drove up in a small machine. They pointed revolvers at him and bound his hands and put a gag in his mouth. They then rushed to the bank and having broken the window and got at the door lock, they let him inside.

The two men drilled the safe, piled wet blankets across the front of it and stepped back for the explosion. After the report the lookout at the door, whom Clock had not seen before, gave an alarm and the three rushed to the door. The night watchman, and it was from him that the progress of the attempted robbery was learned.

The woman and baby were caught by the rescuers. They also caught several children who were dropped from the second and third floor windows. Finally the alleged gangsters restrained many women from jumping, using strong arm methods in their rescue work.

Finally when the firemen arrived ladders were sent up and all the tenants were safely brought to the yard. The husband of Mrs. Lena Feldman, who jumped from the fire escape with her baby in her arms. She had two broken ribs, but the child was unhurt.

NEWSPAPER DELAYS LAID TO NEW LAW

Mail Clerks Can Only Work 8 Hours, and Time Loss

Not Made Up.

RAILROADS CONGESTED

Delay in Delivery Also Due to Bad Handling in Country Post Offices.

Many complaints have been received by the circulation department of THE SUN, and every other New York newspaper regarding the delivery of newspapers to town points. The complaints have been of late delivery, wrong delivery and non-delivery, and have come from all sections of the country.

The trouble is not local; it is largely confined to the railway service, and to bad handling in post offices to which newspapers are sent. The blame is laid on a new law which went into effect on March 4 providing that mail clerks shall work only eight hours in a ten hour day, also on the fact that the railroads are going through a thirty-day period of checking up the weight of mail the Government sends over the roads.

This last cause is responsible for added congestion at the railroad stations, but if a newspaper is able to get papers to the station ten minutes earlier than they have been required to do before this period set in this should not result in a delay in the time papers are delivered by mail to out of town points.

The real trouble is thought to be that the new law cuts down the working time of the railway clerks and that no appropriation has been made to add extra clerks enough to make up for the working hours lost. The parcel post mail handling by the railroads has added to the congestion of the clerks, and not enough extra men have been put on to make up for this.

Locally the new law was offset in its effect by the appropriation of enough money for Postmaster Morgan to put on 300 clerks a day from the auxiliary service. Some of these men have never done any work in a post office, but they have been able to help out the situation so that there has been little local cause for complaint.

But in the smaller post offices in the country the postmasters have not been so fortunate. The result is that they have not been able to get mail through as promptly as before and in many instances newspapers, being longer than the first class mail, bore the burden of the local congestion.

Usually in newspaper mailing the papers are weighed, checked and placed in the bags, sealed and a ticket specifying the weight is given to the driver of the wagon. The papers are then weighed again, and his ticket and the mail is placed on board the train without being weighed again. The ticket is the basis of the amount the newspaper pays for the mailing, and the amount the Government pays the railroad.

As a matter of business precaution the railroads every few years decide to settle these tickets and give out a statement showing the weight of the mail. The adjustment is going on for all this month, bags of newspapers being weighed in the newspaper office and again at the railroad station.

The post office officials have asked newspapermen to get mail to the trains ten minutes ahead of time during the period. The papers are then weighed again. The newspapers have been usually able to do this.

On Saturday 20,000 papers which got to the Pennsylvania station on time, destined for Philadelphia and points south, were delayed for three hours, although they got to the station fifteen minutes before the train left. Mr. Six was able to get his papers on this train, but some of these papers, even failed to reach their destinations as soon as they should have.

E. M. Norris, superintendent of Railway Mail Service for the Second District, has his office at the Pennsylvania station. He has given orders that newspaper mail shall have preference over all other mail in the early morning. The man at the head of the service is James J. Felt, Third Assistant Postmaster General in Washington.

All the newspapers can do to insure delivery of papers by mail to out of town subscribers is to see that a paper is addressed, weighed and sent to the station in time. There is in every circulation department a checking system which is the result of years of study and is as accurate as any device ever used.

When the complaints which have been received are looked up it is usually found that the paper was not only sent on time but was delivered to an out of town post office in time for delivery. The complaints that papers have not been received for four days after publication have developed the fact that they were delayed in the town of the address the day after publication and have been blocked in the local congestion for the intervening time.

DR. MAINS TO SPEAK HERE.

Will Set Forth "Modern Thought" Attacked at Conference.

The Rev. Dr. George P. Mains, who spoke at the New Jersey conference of the Methodist Episcopal Church at Atlantic City, Thursday, in defense of the Methodist Book Concern, of which he is agent, and in defense of his book, "Modern Thought and Traditional Faith," which was attacked at the conference, has been asked to speak before the Methodist ministers of New York at their regular meeting on Monday.

NOT AN M. D. BY DIX PARDON.

Conrad's Status as Physician Must Be Fixed by the Court.

The County Medical Society yesterday won its fight to prevent Dr. Edward E. Conrad from resuming the practice of medicine after he had served sixteen months in Sing Sing for performing an illegal operation, and after Gov. Dix had given him a full pardon without consulting the District Attorney or the County Medical Society, which prosecuted him.

Dr. Conrad, who maintained an elaborate office, was convicted in 1904. He was discharged from Sing Sing in 1906, but it was not until 1911 that Gov. Dix pardoned him and restored his civil rights.

The State Board of Regents refused to revoke their order annulling Conrad's right to practice medicine, and Conrad then asked Supreme Court Justice Gerard for a mandamus. Justice Gerard granted the order.

The Appellate Division, however, decides that the Supreme Court had no authority to compel the County Clerk to reinstate Conrad as a physician and insists that he must institute a proceeding in which his right to resume practice will be determined by a judicial inquiry.

STILL EASY TO WED IN JERSEY.

Authorities Think Couples Can Tie Their Own Knot Legally.

A certificate of marriage on the top of which is typewritten "Quaker Ceremony" was received by City Clerk Connolly of Newark yesterday, and the authorities are much worried over it because it seems to open up possibilities of being married in New Jersey without a license.

The certificate showed that a couple calling themselves Arthur and Lamb, daylight, 42 years old, of 50 West Seventy-seventh street, New York, and Miss Mabel Byrnes, 23 years old, of the same address, married each other in the presence of Justice of the Peace J. H. Hopwood, in Trenton, by Lamb placing a ring on Miss Byrnes's finger and saying, "By this ring I thee wed." Justice Hopwood said that he was simply a witness. Under the new marriage law in Jersey justices of the peace are forbidden to perform marriages.

This marriage seems to the authorities to be a case of "quakerism," and they forwarded the certificate, quotes that part of the marriage license law which says that the act is not intended to render invalid any marriage solemnized by other marriage that is legal.

No person of the name of Lamb or Byrnes is known at the Seventy-seventh street address.

MAXWELL BLAMES PARENTS.

City Superintendent Says the Majority Are Indifferent.

William H. Maxwell, City Superintendent of Schools, addressed 500 members of the Parents Association in the assembly hall of the City College last night. He said that parents of school children are divided into three classes: helpful, indifferent and antagonistic, with the indifferent greatly in the majority.

"There are many ways by which parents may aid teachers in their work," said Mr. Maxwell, "and parents should try to cultivate in their children a respect for authority. Then, too, they should supplement the work of the curriculum with exercises at home, helping their children to get books and discussing with them economic and educational problems of the day. But above all they should supervise the home study habits of their children, help them to form habits of concentration and order."

President John H. Finley presided at the meeting. Other talks were made by Arthur W. Dwyer and John J. Dowling, of the Association, and Lyman Beecher Stowe of the City Club.

REVISED PLANS FOR U. P.

McIntyre Indicates That They Will Be Followed.

WASHINGTON, March 7.—That officials of the Southern Pacific and Union Pacific have decided to follow the revised plan of dissolution of the United States Supreme Court was indicated by Attorney-General McMillan today.

Mr. McMillan said that the revised plan of dissolution, as approved on February 8 by the former Attorney-General, that the Southern Pacific and Union Pacific may have a direct entrance into the Pacific coast.

Since reviewing the objections made by the California State Railroad Commission he recognizes that modifications are required. The points to be made clear to the railroad officials and a revised plan will be submitted. The final decision then will be revised accordingly.

SULZER WON'T SAVE MURANEY.

"Happy Jack" Must Die for Killing "Paddy the Priest."

ALBANY, March 7.—Gov. Sulzer said tonight that he would not interfere with the sentence imposed on Happy Jack Muraney of New York city, who is to die in the electric chair at Sing Sing the week of March 17.

Carstairs Rye

Have you a Coffee preference? A Cigar preference? Then why not a Whiskey choice?

The "Choice" both in point of age, and purity, and number of friends is Carstairs Rye.

Skilfully blended. Protected by the Numbered Label to show our bottling.

PRENDERGAST SEES A HIGHER TAX RATE

City Must Raise More Revenue and Pay as It Goes.

He Says.

Comptroller Prendergast warned the members of the City Club last night that New York must begin to pay as she goes or else there will be trouble for future taxpayers. After the Comptroller had explained that the city is expecting to spend about \$150,000,000 in the next year, or so on subways and other things, he said that the time had come for New York to provide additional means of revenue and to pay for the road things of the present with ready money.

The fifty year bond plan has got to stop, he said.

Borough President McAneny, who used to be president of the City Club, and John Purroy Mitchell, President of the Board of Aldermen, spoke of the plans of the Board of Estimate for municipal improvements. Mr. McAneny said with a smile that the subway question, which comes before the Board of Estimate next Tuesday for final vote, would be banned; otherwise it was clear, with Mr. Mitchell on hand, that too much counter argument was to be expected before the members of the City Club learned what the other problems before the Board of Estimate were.

Mr. McAneny spoke of the development of the civic center idea, the new court house would be the principal feature of a new group of monumental buildings; how the city is determined to rid the streets of encroachments and give the sidewalks back to the people and how, for the sake of safety and convenience, the heights of buildings in certain parts of the city must be limited.

Mr. Mitchell explained a few details of the plan for developing the West Side of Manhattan, as agreed upon with the New York Central; how the railroad will electrify its tracks, throw its trains through tunnels or under roofs all the way from Spuyten Duyvil to Seventy-second street, wherever they paralleled park property; how a great freight terminal is planned for the lower West Side and how the Brooklyn waterfront will be made into a great municipal freight terminal.

Then Mr. Prendergast got up with a sigh to tell how all those things were to be paid for. He figured that the city's share in new subways will be \$100,000,000, in addition to the \$18,000,000 already under contract; that new school buildings will cost six or seven millions more; that the proposed cost of \$4,000,000; that the South Brooklyn terminal railway will cost \$2,000,000, which doesn't include the property which must be acquired; that the site for the Manhattan civic center will be \$6,000,000 more, and that Brooklyn needs a new county court house and a borough office building, which will take ten or eleven millions more.

Mr. Prendergast said that efficient municipal business operations has helped to cut down expenses in the last three years, but that if the future is to be safeguarded New York will soon have to begin to pay as she goes. This suggestion was received with applause.

"Many things now laid up for future payment ought really to go into the tax chest," he said. "The willingness of the people to submit themselves to taxation for present benefits would be a measure of their sincerity in asking for improvements."

"The rate of interest on city bonds will increase," he added, "if you don't do things in this way."

He referred to the proposals of the committee on new sources of municipal revenue, which he said would be evolved soon, evolve a programme, added, for new ways of taxation and put it in force.

RELIGIOUS NOTICES.

BENJAMIN FAY MILLS

AT THE 10TH ST. CHURCH, 10th St. and 1st Ave., New York City. "What If Woman Should Vote?" Under the Auspices of the Woman's Suffrage League. MISS MARY GARRETT HAY will preside.

Services are held in the following Christian Science Churches: Sunbury, 11 A. M. and 8 P. M. Wednesdays, 8 P. M. Second Church, 6th St. and 1st Ave. and 1st Church, 17th St. and Madison Ave. Fourth Church, 6th St. and 1st Ave. Fifth Church, Madison Ave. and 8th St. Sixth Church, Park Ave. and 6th St.